

RESOLUTION #14-2022
A RESOLUTION ADOPTING THE TOWN OF STOCKHOLM
SAFE ROUTES FOR ALL/COMPLETE STREETS POLICY

WHEREAS; Establish the Town of Stockholm as a safe and accessible community for all by improving bicycle and pedestrian friendliness through consistent public realm design standards to a revitalized community.

WHEREAS; Within the Town of Stockholm there are 156.5 miles of road. Of that, there are 127.5 miles of 25 mph roads, 16.3 miles of 35 mph roads, and 12.6 miles of 45 mph roads.

WHEREAS; The Town of Stockholm currently has 0.61 miles of sidewalk which connect to a network of sidewalks in the adjoining Towns of Lawrence and Town of Brasher.

WHEREAS; The total population of the Town of Stockholm is 3,604 people, according to the 2020 ACS 5-year estimate. The total number of individuals under the age of 18 is 1016, approximately 27% of the population, and the total number of individuals over the age of 65 is 508, approximately 13%.

WHEREAS; Approximately 15.2% of the population in the Town of Stockholm has a disability. Of that 4.4% have hearing difficulty, 2.3% have vision difficulty, 4.6% have cognitive difficulty, 5.3% have ambulatory difficulty, 6.9% have self-care difficulty, and 4.0% have independent living difficulty.

WHEREAS; In 2020, St. Lawrence County experienced 17 pedestrian/motor vehicle crashes. Of that, 3 resulted in serious injury, 3 resulted in moderate injury and 4 resulted in minor injury.

WHEREAS; In 2020, St. Lawrence County experienced 10 bicycle/motor vehicle crashes, and 47 motorcycle crashes, one of which was fatal.

WHEREAS; There is currently one St. Lawrence County Public Transit bus stop in the vicinity of the Tri-Town Arena in the Town of Stockholm.

WHEREAS; The Town of Stockholm is in a strategic location in relation to regional trails and recreation opportunities in upstate New York, inclusive of several multi-use trails, DEC state lands, and the St. Regis River.

WHEREAS; Nearby communities with complete streets policies: Canton (Town and Village), Potsdam (Town and Village), City of Ogdensburg, Village of Malone, Town of Norfolk, Town of Colton, Village of Massena, Town of Brasher.

WHEREAS; The Town of Stockholm shall plan for, design, construct, operate and maintain appropriate facilities for all modes of transportation in all new construction, retrofit and reconstruction projects.

WHEREAS; Streets that integrate multiple transportation choices for pedestrians, bicyclists, and transit, with special consideration for children, the elderly, and people with disabilities, contribute to the public good of a community, sustainable economic development, and efficient movement of people and goods.

WHEREAS; The Town of Stockholm shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities.

WHEREAS; Any exception to applying this Safe Routes for All Policy to a specific roadway project must be approved by the Town Council with documentation of the reason for the exception. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.

WHEREAS; This policy will create a comprehensive, integrated, connected transportation network for the Town of Stockholm that balances access, mobility, health, and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network, ensures this.

WHEREAS; It is the intent of this policy to foster partnerships with the state, county, nearby towns, school district, citizens, businesses, interest groups and neighborhoods to implement Safe Routes for All.

WHEREAS; The Town of Stockholm shall adapt, develop and adopt departmental policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual.

WHEREAS; in 2021 the United States Federal Government passed the Infrastructure Investment and Jobs Act as the largest ever investment in infrastructure the history of the United States to repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, in order to improve driver behavior and to fulfill a Vision of Zero deaths and injuries from motor vehicle-related crashes, as well as provide Safe Streets for All, especially for cyclists and pedestrians.

WHEREAS; The implementation of this policy shall reflect the context and character of the surrounding built and natural environments while enhancing the appearance of such. In doing so, the Town of Stockholm shall consider methods of providing development flexibility within safe design parameters such as context-sensitive design solutions and shall attempt to employ all solutions consistent with and sensitive to the context of the project.

WHEREAS; Complete Streets should be continuously evaluated for success and opportunities for improvement sought. This policy encourages the regular evaluation and reporting of implementing complete streets through the following performance measures:

- Increase in the share of bicycles, pedestrians and transit users;
- Crash data;
- Use of new projects by mode;
- Compliments and complaints;
- Linear feet of pedestrian accommodations built;
- Number of ADA accommodations built;
- Miles of bike lanes/trails built or striped;
- Number of transit accessibility accommodations built;
- Number of street trees planted;
- Number of building permits issued along new complete street;
- Number of exemptions from this policy;
- Number of children walking to school;
- Increase in public transportation options;
- Increased use of local businesses;
- Linear feet of sidewalk replaced;
- AADT speed of town roadways
- Dates and duration of implemented Vision Zero projects

BE IT RESOLVED by the Supervisor and Town Board that the Town of Stockholm shall implement the following steps to ensure successful implementation of Safe Routes for All Complete Streets:

- **Planning Board:** the Town of Stockholm will designate its existing planning board to serve as the advisory board to oversee the implementation of this policy. The committee will include all members of the standing Town planning board, as currently appointed or elected, pursuant to other policies of this community. It is the responsibility of this advisory board to implement this policy, inclusive of the collection of information as indicated above. The planning board in its capacity as the advisory board under this policy will ensure that on a quarterly basis the agenda for the planning board will cover the matters contained within this policy and provide a written report to the Supervisor of the Town of Stockholm evaluating progress and advising on implementation.
- **Inventory:** The Town of Stockholm will maintain a comprehensive inventory of the pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bikeway networks. The Advisory Board working with the Town Supervisor will appoint the applicable individuals to perform this function.
- **Capital Improvement and Maintenance Project Prioritization:** The Town of Stockholm will reevaluate capital improvement and maintenance project prioritization annually to encourage implementation of pedestrian and bicycle improvements.
- **Revisions to Existing Plans and Policies:** The Town of Stockholm will incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations, and programs as currently developed or to be developed by this community.
- **Other Plans:** The Town of Stockholm will prepare, implement and maintain a Bicycle and Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Plan.
- **Stormwater Management:** The Town of Stockholm will prepare and implement a plan to transition to sustainable stormwater management techniques along our streets.
- **Staff Training:** The Town of Stockholm will train all pertinent staff on the content of the complete streets principles, vision zero strategies and best practices for implementing the policy.
- **Coordination:** The Town of Stockholm will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.
- **Street Manual:** The Town of Stockholm will create and adopt a Complete Streets Design Manual, inclusive of Vision Zero strategies, to support implementation of this policy, either as a separate manual or in combination with other street-related manuals as may be deemed appropriate.
- **Funding:** The Town of Stockholm will actively seek sources of appropriate funding to implement complete streets, through grants, state and federal funding, as well as direct fiscal outlays.